

TL-8 - State Fleet Lead by Example

Benefit/Cost of reducing CO₂e:

Arizona: 0.4 MMt between 2007-2020; \$0 cost
Oregon: Cost effective

Assessment: High Priority. Bin A. 19 out of 22 votes.

Although direct GHG reduction benefits are limited due to the small size of the State fleet relative to the total number of vehicles in Utah, this policy option demonstrates leadership by the State and can be readily implemented.

The State should lead by example in the purchase of low-carbon fuels and vehicle technologies. School district bus fleets offer an immediate opportunity to utilize these fuels and technologies, and implementation would have important air quality co-benefits for school children.

Refueling infrastructure limitations have made existing alternative fuel requirements for State fleets difficult to implement. Such limitations need to be addressed in concert with vehicle purchase decisions.

In addition to purchasing vehicles that use low-carbon fuels, the State should prioritize the purchase of vehicles with high efficiency technologies such as variable valve timing, efficient transmissions, and hybrid technologies. State fleets should “right-size” their vehicles, ensuring that the most fuel efficient vehicle is used for the task required.

In the 2007 Legislative session, HB110 created a set of state fleet efficiency requirements. This legislation is results-oriented, while being non-prescriptive in how departments and divisions achieve efficiency improvements. The options would include right-sizing, efficiency technologies, and alternative fuels.